

In re Patent Application of:
JONGEBLOED, KENNETH WILLIAM
Serial No. **10/755,246**
Filed: **JANUARY 10, 2004**

REMARKS

As an initial matter, the Examiner is thanked for the thorough examination of the present application. The Applicant has amended the specification to correct some minor informalities. More specifically, paragraphs [0082] through [0088] are duplicates of paragraphs [0075] through [0081]. Accordingly, Applicant respectfully requests that these paragraphs be deleted. Further, it appears that the chart of acronyms, abbreviations, signs and symbols has been duplicated in the publication process. Applicant respectfully requests that the first appearance of the chart be deleted.

The Applicant has cancelled the claims of the application and has replaced them with new Claims 18-37. No new matter has been introduced by these amendments. The arguments supporting patentability are found below.

I. The Invention

The invention, as recited, for example, in new independent Claim 18, is directed to a supply chain management system including an identification system and a requisition system spaced apart from, and in communication with, the identification system.

More specifically, the identification system is carried by a vehicle to identify a vehicle asset that is in need of replacement. The vehicle is identified by a predetermined serial number, and the identification system comprises a transmitter for transmitting a vehicle asset failure signal.

The requisition system includes a receiver for receiving the vehicle asset failure signal, and a plurality of modules in communication with one another for autonomically locating, ordering, delivering and replenishing the vehicle

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asset in need of replacement with a replacement vehicle asset responsive to the vehicle asset failure signal.

The invention, as recited, for example, in new independent method Claim 30, is directed to a method of replacing an aircraft asset. The method comprises identifying the aircraft asset in need of replacement on an aircraft, the aircraft having an aircraft tail number to identify the aircraft. The method also includes transmitting an aircraft asset failure signal indicating the aircraft asset in need of replacement. The method further includes receiving the aircraft asset failure signal, and autonomically locating, ordering, delivering and replenishing the aircraft asset with a replacement aircraft asset responsive to the aircraft asset failure signal using a plurality of modules in communication with one another.

II. The Claimed Invention is patentable over the prior art

U.S. Patent No. 5,953,707 to Haung et al. discloses a decision support system for management of a supply chain. The system includes a server side and a client side. More particularly, this system allows a decision maker in a supply chain to view the chain from a predetermined perspective to understand the effect that a decision will have on the supply chain as a whole. Further, the system includes a user interface that projects a view into the supply chain and takes into account the view of a particular user. The Haung et al. '707 patent is directed to the manufacturing industry. The supply chain system disclosed in the Haung et al. '707 patent, however, does not provide an identification system for identifying a vehicle asset in need of replacement, or a requisition system for autonomically locating, ordering, delivering and replenishing the vehicle asset in need of

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replacement with a replacement vehicle asset responsive to a vehicle asset failure signal.

U.S. Patent No. 6,885,902 to Crampton et al. discloses a system for planning optimal use of resources of businesses to fulfill orders. More particularly, the Crampton et al. '902 patent discloses a system for generating and maintaining constraint in attribute sensitive plans for the use of multiple resources at multiple locations to fulfill one or more orders. The Crampton et al. '902 patent, however, is directed to manufacturing and, more particularly, to planning systems for manufacturing resources. The Crampton et al. '902 patent does not provide an identification system for identifying a vehicle asset in need of replacement, or a requisition system for autonomically locating, ordering, delivering and replenishing the vehicle asset in need of replacement with a replacement vehicle asset responsive to a vehicle asset failure signal.

U.S. Patent No. 6,889,917 to Lidow discloses a supply chain architecture in the manufacturing field. The supply network allows customers, supplier, logistic providers, carriers, and financial institutions to be connected to a centralized supply chain server that receives forecast from the customers detailing the orders that the customers desire. The supply chain server analyzes the forecasts to insure that they conform to contractual agreements and do not contain errors. The forecasts are also used to warn supplier of future demands so that supplier can anticipate demands and plan their inventory accordingly. The Lidow '917 patent, however, fails to provide an identification system for identifying a vehicle asset in need of replacement, or a requisition system for autonomically locating, ordering, delivering and replenishing the vehicle asset in need of

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U.S. Patent No. 6,898,472 to Crampton et al. discloses a system and method for planning the use of supply chain network resources directed to the manufacturing field. The system generates and maintains constraint and attribute sensitive plans for the use of multiple resources at multiple locations to fulfill one or more orders. The Crampton et al. '472 patent, however, does not provide an identification system for identifying a vehicle asset in need of replacement, or a requisition system for autonomically locating, ordering, delivering and replenishing the vehicle asset in need of replacement with a replacement vehicle asset responsive to a vehicle asset failure signal.

U.S. Patent No. 6,622,056 to Lindell discloses a method and system for determining and controlling the fillrate in a supply chain or supply network wherein a market tank balance is determined for the product in the supply chain or network. Accordingly, the Lindell '056 patent focuses on product flow from point of origin to point of consumption of a supply chain. The Lindell '056 patent, however, does not provide an identification system for identifying a vehicle asset in need of replacement, or a requisition system for autonomically locating, ordering, delivering and replenishing the vehicle asset in need of replacement with a replacement vehicle asset responsive to a vehicle asset failure signal.

The Applicant respectfully asserts that none of the references cited by the Examiner include a supply chain management system comprising an identification system for identifying a vehicle asset in need of replacement, or a requisition system for autonomically locating, ordering, delivering and replenishing the vehicle asset in need of

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CONCLUSION

In view of the amendments to the claims, and arguments provided herein, it is submitted that all the claims are patentable. Accordingly, a Notice of Allowance is requested in due course. Should any minor informalities need to be addressed, the Examiner is encouraged to contact the undersigned attorney at the telephone number listed below.

Respectfully submitted,



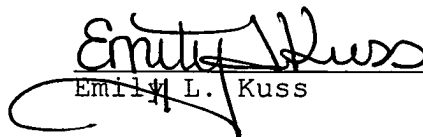
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CERTIFICATE OF MAILING

I HEREBY CERTIFY that the foregoing correspondence
has been forwarded via U.S. Mail to Mail Stop Non-Fee
Amendment, Commissioner for Patents, P.O. Box 1450,
Alexandria, VA 22313-1450 this 20th day of October, 2005.



Emily L. Kuss